

**REMARKS**

Claims 23, 31, 32, 34-35 and 43-45 have been amended. Claims 25 and 29 have been canceled. Reexamination and reconsideration are respectfully requested.

Applicants gratefully acknowledge the indicated allowability of claims 32 and 34-39 if rewritten to overcome the 35 U.S.C. §112, second paragraph, rejections and placed in independent form. Accordingly, Applicants have amended claims 32, 34 and 35 to be in independent form. Regarding the indefiniteness rejection of claim 32, Applicants have deleted the objectionable language. In view of the above, Applicants respectfully submit claims 32 and 34-39 are condition for allowance.

Regarding the 35 U.S.C. §112, second paragraph, rejections of claims 43-45, Applicants have amended these claims to moot this rejection. In particular, Applicants have deleted the “undercutting” language and have clarified that the plate springs are operatively configured to either extend under a rod in a recess or engage in a recess of the particular component. For example, Figure 8 and paragraph 67 of the specification shows a plate spring 42 that extends under a rod 43 in a recess of the lining support plate 3b. Also described is a reversed arrangement in which the plate spring is formed on the lining support plate 3b and engages into a recess at the adjustment element or pressure piece.

Accordingly, Applicants submit claims 43-45 are in compliance with the strictures of 35 U.S.C. §112.

Regarding the drawing objection, Applicants respectfully submit the plate springs 42 are shown in Figure 8 as discussed above. Hence, the drawings are submitted to be proper and no correction is necessary.

In the Office Action, claims 23-25, 27-29, 31, 33, 40, 41, 44 and 45 were rejected as being obvious over ORTEGREN et al. (US 6,668,981) in view of SEVERINSSON (US 5,833,035). In view of the clarifying amendments made to independent claim 23, Applicants respectfully traverse this rejection.

In particular, Applicants have amended claim 23 to include the feature of the pressure piece plate, which forms the pressure piece and is positioned on the connector plate, recited in dependent claim 29, which has now been canceled. In that regard, the pressure piece plate bears the heat insulation layer on a side facing the respective brake lining.

As shown, for example, in Figure 6, a pressure piece plate 26 is positioned on the common connector plate 15. The cross-sectional view of exemplary Figure 8 shows the heat insulation layer 13 attached on the pressure piece plate 26 (see paragraphs 58-66) facing the brake lining.

In contrast, neither ORTEGREN nor SEVERINSSON, taken alone or in combination, disclose the use of a pressure piece plate positioned on a common connector plate, wherein a heat insulation layer is attached on the pressure

piece plate on the side thereof facing respective brake lining. Contrary to the Office Action, ORTEGREN merely discloses a common thrust plate (pressure piece) 38 coupled to the thrust screw 39 (see col. 4, lines 60-67). As an alternative, ORTEGREN discloses individual thrust plates 5 (see Figure 5) arranged on adjusting screws 4 (see col. 2, lines 62-64). No where does ORTEGREN describe a pressure plate positioned on a connector plate, in which the end areas of two adjustment elements are fixed. For that matter, assuming ORTEGREN's single thrust plate 38 is construed as a common connector plate, ORTEGREN still does not disclose a pressure plate positioned on that common connector plate, or a heat insulation layer attached to a pressure plate on the common connector plate.

Nor are these deficiencies remedied by SEVERINSSON. In that regard, SEVERINSSON describes a disc brake wherein the adjustment device is assembled from the rear of the caliper, such that the thrust sleeves 8 extend through small openings in the caliper housing (see Figures 1 and 2), which openings face the brake pad. The thrust plates 81 of SEVERINSSON are not on a common connector plate, but rather pressed directly against a heat shield layer 7 that is arranged on the brake lining support (pad holder) plate 6 (see col. 3, lines 11-13). Thus, while SEVERINSSON describes a heat insulation layer, it is used to attach the brake pad and pad holder to the two thrust plates 81.

Hence, even the combination of ORTEGREN in view of SEVERINSSON still does not provide for Applicants' novel disc brake in which a respective pressure piece plate forms a pressure piece for an adjustment element, wherein the adjustment elements are fixed in a torsion resistant manner to a common connector plate — the respective pressure piece plate being positioned on the common connector plate and a heat insulation layer being attached thereto on the side facing the respective brake lining.

In view of the foregoing, Applicants respectfully submit amended claim 23 is patentable over the prior art of record. Further, the claims depending therefrom should also be found patentable.

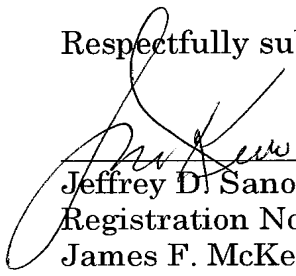
In view of the foregoing, Applicants respectfully submit claims 23, 24, 26-28 and 30-45 should now be in condition for allowance. An early notice to that effect is solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #037068.55814US).

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Respectfully submitted,



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Jeffrey D. Sanok  
Registration No. 32,169  
James F. McKeown  
Registration No. 25,406

CROWELL & MORING LLP  
Intellectual Property Group  
P.O. Box 14300  
Washington, DC 20044-4300  
Telephone No.: (202) 624-2500  
Facsimile No.: (202) 628-8844  
JDS:pct